

Sunday Church Services

Catholic Services.

Honolulu: Cathedral—Our Lady of Peace; 6 and 7 a. m. low masses with holy communion; Portuguese sermon; 9 a. m. children's mass with singing and English sermon; 10:30 a. m. high solemn mass with native sermon; 2 p. m. sodality meeting and benediction of the blessed sacrament; 7 p. m. Portuguese sermon and benediction of the blessed sacrament. During the week the masses at 6 and 7 a. m. First Friday of the month; 7 p. m. benediction of the blessed sacrament.

Waikiki—Saint Augustine on the beach; 9 a. m. mass with singing and English sermon. Saint John the Baptist; 8:30 a. m. high mass with sermon. Kalihiki—Our Lady of the Mount; 7 a. m. (first Sunday of the month); 9 a. m. (other Sundays); mass with singing and sermon.

Moanalua—Saint Joseph; 7 a. m. high mass with sermon.

Oahu Prison—1 p. m., Catholic service.

St. Andrew's Cathedral—Emma above Beretania. Celebration of the Holy Communion, 7 a. m. Hawaiian service at 9:15; Sunday school at 10 o'clock; Hawaiian Sunday school at 10:30 o'clock a. m.; morning service at 11 o'clock; evening services at 7:30, 9:30 and 11:30 o'clock. Thursday, Holy Communion at 7 a. m.; Friday evening prayer at 7:45 o'clock. Cathedral clergy: The Rt. Rev. Henry B. Restarick, Bishop of Honolulu; the Rev. Canon Simpson, the Rev. W. H. Bliss, vicar.

St. Clement Church (Episcopal)—Corner Makiki street and Wilder avenue. Rev. Canon Osborne, rector. On Sundays Holy Communion at 7 a. m., except first Sunday of the month. Morning prayer and sermon, 11 o'clock; evening song, 7:30 o'clock. The service is choral. All seats free. Punahou cars pass the doors.

St. Elizabeth's Church (Episcopal)—King corner Pua Lane, Potwine, 7 and 11 a. m.; 7:30 p. m.

Central Union Church—Beretania corner of Richards. Seudder; Bible school, 9:50 a. m.; morning service and sermon by the pastor at 11 a. m.; Christian Endeavor at 6:30 o'clock; evening service at 7:30 o'clock, sermon by the minister.

Methodist Church—Beretania and Miller. Rev. J. T. Jones; Sunday school at 10 a. m.; morning worship at 11, sermon by the pastor. Epworth League at 6:30 p. m.; evening service at 7:30.

Christian Church—McKeever; Bible school at 9:45; Y. P. S. C. E. at 6:30; morning worship at 11, sermon. Evening worship at 7:30, sermon.

German Lutheran Church—Beretania avenue, near Punchbowl. Polmy; 9:45, Sunday school; service, 11; evening service the last Sunday of each month at 7:30.

Kawaiahae Church—King and Ka-

waiahae. Parker, 11 a. m. and 7:30 p. m.

Kaunakapili Church—Lono, 11 a. m. and 7:30 p. m.

Portuguese Evangelical Church—Miller above Beretania. Soares; 11 a. m. and 7:30 p. m.

Reorganized Church of Latter Day Saints—King near Kapiolani. Waller, service morning and evening.

Seventh Day Adventists—Kinau St. Sunday school, 10 a. m.; 11 a. m., morning service with sermon; evening service at 7:30 o'clock.

Chinese Church—Fort Street. Praise service, 7:30 p. m. special music, several addresses.

First Church of Christ, Scientist.—Fraternity hall, Odd Fellows' building, 11 a. m.

Salvation Army—10:30 a. m. and 6 and 8 p. m.

Seamen's Chapel—Alaska street, 11 a. m. and 7:15 p. m. Holy Communion on fourth Sunday at 8:30 a. m. Rev. W. H. Bliss, chaplain.

THE JAPANESE SCHOOL BOY

(Continued from Page Six.)
on them. Business men would stop being dishonest, because they would be too lazy to think up tricks. All shops would close at noon, and nobody would care for nothing except base ball and grand opera. This is what Civilization was meant for.

Great applause from the Stand Pat branch of the Republican Party.

Hon. McUnde elevate his hammer to close up Congress for the day.

"Hon. Boutwell," he says. "I wish, before quitting, you would make a motion that WHEREAS

"A large sum of Money is floating around for the Upliftment and Improvement of the Human Race.

"Be it DISSOLVED

"That Some of It be spent in Illinois next summer to put a Grand Old Educator back in the place where he will do the most Good."

Hon. Boutwell done so by saying so. Meeting was then adjourned. All Congressmen departed away sadly, like they had so much money on their minds they was afraid to be caught alone with themselves.

Hoping you are the same
HASHIMURA TOGO.

AT MAXIM'S.

Addison Mizner, the well-known first nighter, praised, at supper at the Cafe de l'Opera in New York, the wit of the Parisienne.

"I met my first Parisienne," said Mr. Mizner, "in a restaurant in the Rue Royale, near the Place de la Concorde. She was very beautiful.

"How beautiful you are, Made-moiselle," I said; "but you are very pale tonight."

"She turned to me with a smile. "Then, Monsieur," she said, "tell me something at once to make me blush."

PERFECTLY NATURAL.

But it does seem easy, after all. When we think real hard and deep, For a sparkling breeze to bring a squall From the cradle of the deep.



There is more than a soupcon of elegance in the meals served at the Alexander Young Cafe. It is real, from top to bottom of the menu card, and nothing is left to the imagination.

No better framing done in Honolulu than at Pacific Picture Framing Co. - Nuuanu Street below Hotel.

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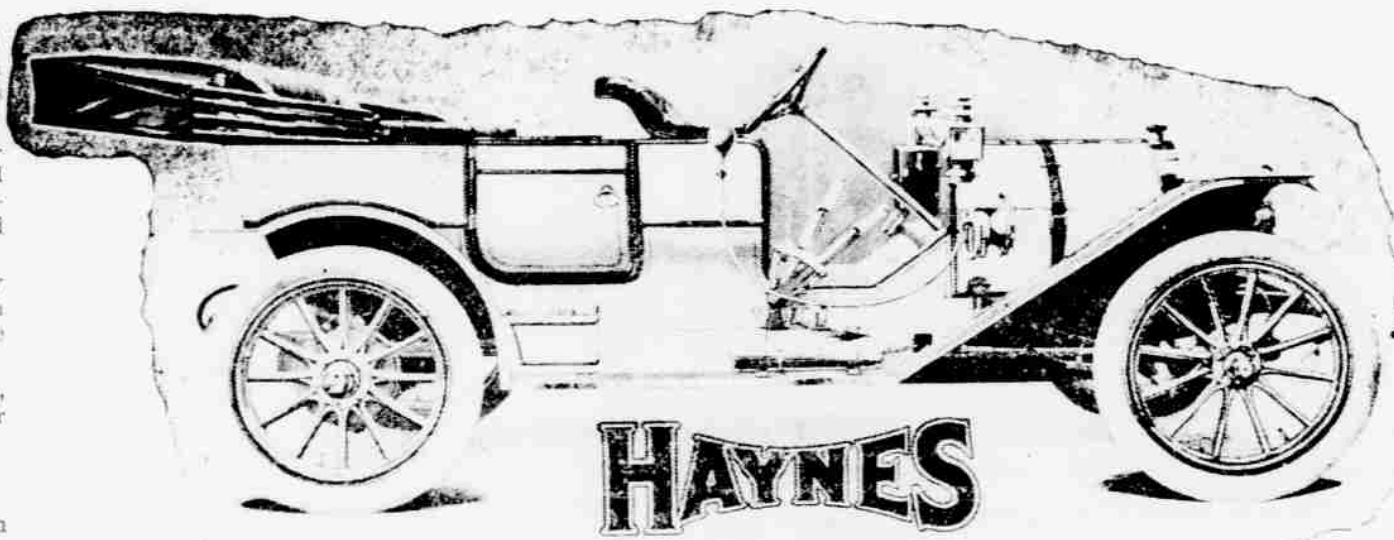
C. H. Behn - - - Phone 5

The 1910 HAYNES MODEL 19

\$2,250.00

Haynes Model 19 Specifications

Front Axle—Single piece drop forging of special steel—1 beam section.
Rear Axle—Full floating type special pressed steel housing; weight of the car carried on housing Timken roller bearings throughout.
Brakes—Two separate systems of brakes, one external band operated on a pressed steel drum, the other internal expanding. Adjustment accessible and alignment perfect.
Body—Made from carefully selected three ply wood. Runabout body made from the same material with single rumble seat.
Bearings—Timken roller bearings throughout, front wheels, transmission and rear axle.
Carburetor—Stromberg.
Color—Royal Blue or Brewster Green.
Clutch—Haynes contracting steel band upon bronze drum.
Diamond Tires—34x4 inches front and rear. Marsh quick detachable rim.
Drive—Shaft drive with beveled pinion and gear, mounted on Timken roller bearings, eliminating all friction, side thrust and noise entirely.



Haynes Model 19 Specifications

Equipment—Full lamp equipment, top, glass front, speedometer, complete set of tools, jack and tire repair outfit.
Frame—Cold rolled pressed steel.
Gear Ratios—3 7-15 to 1; 3 1-7 to 1.
Horse Power—30.
Ignition—Splitdorf magneto, dual system.
Lubrication—Splash and force feed oiler, located in the bottom half of the crank case, oil pump from special reservoir to engine bearings by gear driven pump, insuring positive lubrication under all conditions.
Motor—Four cylinder 4 1/4 inch bore and 5-inch stroke offset. Cylinders cast in pairs—very large water jackets.
Springs—Front, semi-elliptic; rear, three-quarters elliptic.
Steering Gear—Worm and sector gear type—irreversible.
Tank Capacity—15 gallons.
Tread—56 inches.
Transmission—Selective type, giving three speeds forward and one reverse.
Valves—Nickel steel heads, electrically welded to stems. Inlet and exhaust valves same size and interchangeable.
Weight—2500 lbs., ready for the road.
Wheel Base—110 inches.

This car was built because of a specific demand by automobile purchasers for a medium-priced 5-passenger car of known quality—made by an established firm with an established reputation.

We have been at work for the past two years on a car that would fill this demand—a car in which we could put all the famous Haynes features, and yet not sacrifice in the least the well-known superiority of Haynes construction.

Model 19 at \$2000.00 is the result.

This superb car is not built to sell in quantities as is the case with cheap cars, but is intended for buyers of permanent cars who insist on a car of proven quality, because they appreciate the actual economy of such a purchase.

Its appeal is to the man who is looking more for a thoroughly satisfactory automobile than he is for as much satisfaction

as he can get for a low price.

In making this Model 19, we have kept two things in mind—the upbuilding of the Haynes reputation, and the buyer who refuses to be satisfied with a cheap, commonplace car.

Automobile buying is not as much of an experiment as it used to be, and buyers are counting the after cost very much more than was customary a few years ago.

Not only that, but experience has shown that a combination of style, comfort, convenience, ease of control, speed, etc., are not to be expected in cars that make a specialty of low price.

The reader of this brochure (whether a motorist or not) undoubtedly recognizes the fact that cars with the Haynes reputation for mechanical excellence must be more economical to maintain, more satisfactory to operate, and of much greater pride to their owners than can be hoped for in cars without reputation and without an appeal to actual automobile value.

Dating from the first car made by Mr. Haynes sixteen years

ago to this Model 19, the emphasis of every Haynes car has been the emphasis of faultless mechanical construction.

And this Model 19 will wonderfully enhance the Haynes reputation.

It has an abundance of Style—graceful lines—rich upholstery—and a decidedly snappy appearance.

It has the famous Haynes motor—and Haynes motors are renowned for their combination of quietness and extraordinary power.

It has plenty of speed—60 miles an hour if you want it.

And it has durability—every part being made of the very best grade of material and by the most skilled workmen the automobile industry commands.

This Model 19 is emphatically a car for conservative, long-headed buyers who are either through experimenting or want to avoid it.

It is the Government Bond of automobile investment.

Judd Bldg

J. A. GILMAN, Sole Agent